

# 1. Introduction and Summary

## 1.1 Introduction

The City of Redmond is considering amendments to the Overlake Neighborhood Plan (ONP). The purpose of these amendments is to refine the adopted vision for Overlake, reflect changes in the area since adoption of the plan in 1999, and promote implementation of the plan. This Supplemental Environmental Impact Statement (SEIS) evaluates the impacts of adopting the proposed amendments (Action Alternative) as well as the impacts associated with the No Action Alternative. Both alternatives have a 2030 planning horizon. These alternatives are described briefly below; additional detail is provided in Chapter 2. The proposed action will involve updates to the ONP, related portions of Redmond's Comprehensive Plan, the Redmond Community Development Guide, and functional plans, including the Transportation Master Plan. The Action Alternative also includes proposed adoption of the Overlake Master Plan and Implementation Strategy.

In addition to City initiated amendments, the proposed Action Alternative includes two privately initiated amendments. The Group Health Cooperative has proposed policies and regulations specific to the Overlake Design District, a portion of the Overlake Neighborhood. OTO Development, Inc. has requested an increase to the allowed commercial floor area ratio for hotels in the proposed Overlake Village District (current Retail Commercial zone).

This document supplements the Final Environmental Impact Statement (FEIS) published in 1999 for the existing ONP. That document and this update were developed under the State Environmental Policy Act (SEPA) Rules that encourage jurisdictions planning under the Growth Management Act (GMA) to integrate the analysis required under SEPA with the planning conducted pursuant to GMA. The intent is to ensure that environmental analysis under SEPA occurs concurrently with and as an integral part of the planning and decision making under GMA.

The SEPA rules for integrated documents state that while there is no standard format for an integrated GMA document, there are minimum content requirements. This document is structured in the following way with SEPA requirements underlined:

Chapter 1: Introduction and Environmental Summary  
Chapter 2: Overlake Neighborhood Plan Alternatives  
Chapter 3: Analysis of Environmental Impacts of the Alternatives  
Chapter 4: Comments and Responses  
Appendices: Technical Supporting Record

In 1999, the City of Redmond adopted the Overlake SEPA Planned Action in order to efficiently use the investments of time and resources involved in preparing the 1999 FEIS and to make development review more timely and predictable. Redmond intends to use this SEIS to update the Overlake SEPA Planned Action and to provide for phasing of the commercial growth anticipated under the Action Alternative. As provided in WAC 197-11-600, additional

environmental review may be needed to update the Planned Action, depending on the nature of the phases and subsequent proposals.

## **1.2 Location of Study Area**

Figure 1-1 shows the general location of the ONP study area while Figure 1-2 shows the specific study area. The southern portion of the study area, generally where Sears, Safeway, and Group Health are located, has been referred to with a variety of names since the 1999 update of the ONP, including: the shopping and mixed-use area, the Mixed-Use Core, and Overlake Village. Given existing conditions, the most appropriate term today may be “the shopping and mixed-use area;” however, this portion of the neighborhood is projected to evolve into an urban village under either alternative, although more so under the Action Alternative. Due to this projected future change, this area is shown as Overlake Village in Figure 1-2 and referred to as such in each of the alternatives.

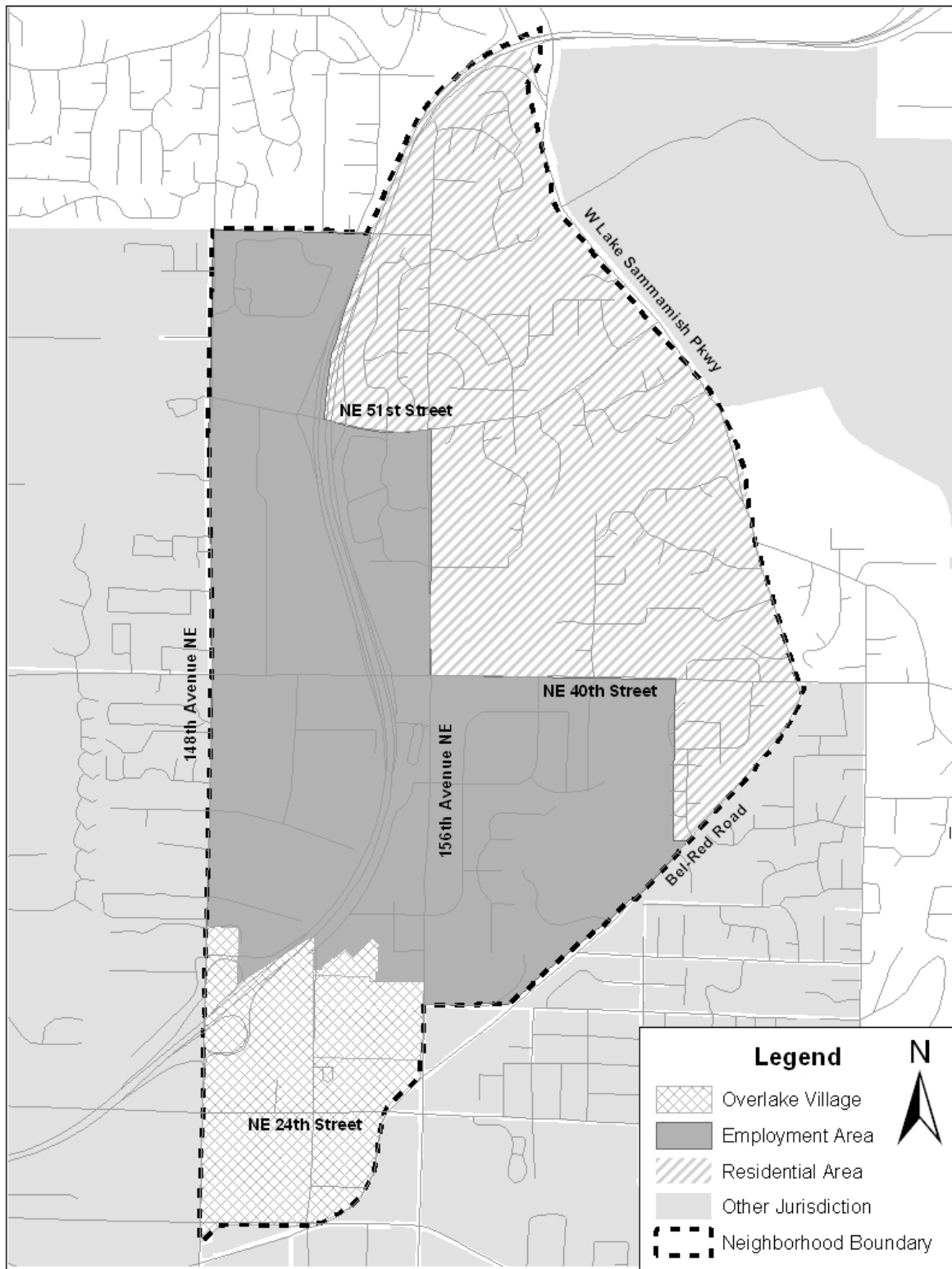
The ONP study area is located in the southwest corner of Redmond. The western boundary is 148<sup>th</sup> Avenue NE; the northern boundary is NE 60<sup>th</sup> Street and State Route 520 (SR 520); the eastern boundary is West Lake Sammamish Parkway and Bellevue-Redmond Road, the latter of which also serves as a southern boundary to NE 20<sup>th</sup> Street.

The boundary for neighborhood planning areas is proposed to change as part of the Action Alternative. The area bounded by West Lake Sammamish Parkway to the north, Lake Sammamish to the east, the southern city limits (just south of an alignment with NE 20<sup>th</sup> Street), and 172<sup>nd</sup> Avenue NE and Bellevue-Redmond Road to the west is proposed as the Viewpoint Neighborhood. A separate neighborhood plan is underway for this subarea.

**Figure 1-1:  
Vicinity Map**



**Figure 1-2:  
ONP Study Area**



## 1.3 Project Background and Purpose

The 1999 updates to the ONP established the long-term vision for the neighborhood. That vision calls for the Employment Area to continue to serve as a major corporate, advanced technology, and compatible manufacturing hub for Redmond and the central Puget Sound region. It will maintain its campus-like feel, with significant trees and tree stands, and buildings that are primarily mid-rise (up to 5 to 6 stories) in height.

In the 1999 neighborhood plan, the shopping area in the southern part of Overlake, Overlake Village, is envisioned to evolve to include a greater mix and density of uses as part of mid-rise (5- to 6- story) developments. The vision calls for this area to provide attractive places to live close to shopping, restaurants, employment, services, frequent transit service and other amenities.

Existing and future development throughout the neighborhood is to be served through improved mobility choices, including convenient transit, pedestrian walkways and bikeways, and improved roadway connections.

The objectives for the neighborhood plan update and implementation project are to:

- Account for change: A number of changes are underway in Overlake since 1999, including relocation of Group Health's inpatient services to Overlake Hospital in Bellevue and Sound Transit's planning for extension of light rail transit (LRT) through Overlake.
- Refine and clarify the vision: While the plan describes a broad vision for Overlake, refinements are needed to reflect recent and upcoming changes as well as to clarify goals for key elements such as parks, open space and transportation.
- Extend the planning horizon to 2030: In order to plan effectively for extension of light rail transit and other facility improvements, the land use and transportation planning horizon need to be extended to 2030.
- Identify actions to implement the vision and neighborhood plan: While development and investments since 1999 are carrying out much of the neighborhood plan vision, progress on the vision for Overlake Village has been much slower.

In 2005, the Redmond City Council endorsed undertaking the Overlake Neighborhood Plan Update and Implementation Project. The scope of the project included the following:

- Working with property owners, people who work or live in the area, and other interested parties to review the vision, determine if refinements are needed, and to identify potential actions to achieve the vision.
- Working with Sound Transit and other agencies to plan for an LRT alignment and station locations.



- Updating the Redmond Comprehensive Plan, Community Development Guide, and functional plans, including the Transportation Master Plan.
- Developing a master plan and implementation strategy to guide infill development, transportation improvements and other investments in Overlake.

## **1.4 The ONP, Bel-Red Corridor Project, and BROTS**

The cities of Redmond and Bellevue have a long history of coordinated planning in the Overlake and Bel-Red Corridor sub-areas. In 1999, the cities adopted the Bellevue-Redmond Overlake Transportation Study (BROTS) agreement. This agreement established the current commercial development cap for both cities. The Overlake development cap provides for a maximum of 15.4 million square feet of commercial floor area through 2012, while the Bel-Red development cap provides for 12.2 million square feet in the same time period. Residential development is excluded from this Agreement. The cap was created to mitigate the transportation impacts of growth and to maintain established level of service (LOS) standards for the areas. The agreement calls out specific transportation projects needed to serve development in the area and specifies funding amounts and responsibilities.

In 2005, the City of Bellevue began the Bel-Red Corridor Project. The purpose of this project is to evaluate alternative land uses and transportation improvements for the Bel-Red Corridor, an existing light industrial and commercial area which is in transition, and to consider updates to Bellevue's Comprehensive Plan, sub-area plans, and Bellevue Land Use Code.

In 2006, the Bel-Red Corridor Steering Committee chose three 2030 land use and transportation alternatives, together with a 2030 no action alternative, for evaluation in a Draft Environmental Impact Statement (EIS). The three action alternatives have many common features with regard to future development, but they differ in amount of land use and where concentrations of development might occur. All of the action alternatives also assume a full suite of transportation improvements. Each of the alternatives could accommodate a major recreational facility. The Bel-Red Corridor Project Draft EIS was released for review in January 2007.

The cities of Redmond and Bellevue have updated each other on planning for these respective areas throughout the process. As a key implementation step for both projects, both cities have committed to undertaking the technical and policy work needed to update the existing BROTS agreement and provide for phasing of growth and transportation improvements.

## **1.5 Relationship to the Comprehensive Plan**

The City of Redmond Comprehensive Plan specifically mandates the update of neighborhood plans, including the ONP:

**NP-1:** *Prepare or update neighborhood plans every six years, and include a review of neighborhood plans to determine if they are adequate or require updating. Work with neighborhood representatives and the Planning Commission to prepare a recommendation on priority neighborhoods for consideration by the City Council.*

The reason for a separate subarea plan is rooted in the Redmond Comprehensive Plan's Neighborhoods element and in recognition of the role neighborhood plans can play in helping to maintain and enhance Redmond's quality of life. In particular, Overlake is noted in the Plan as one of Redmond's two Urban Centers, a place for focused housing, office and retail growth; a broad array of complementary land uses; and transportation projects and programs that will increase mobility to, from, and within these urban centers.

## **1.6 Description of Alternatives**

The alternatives considered in this SEIS describe alternative ways to achieve the adopted vision by 2030 and differ in large by relating higher levels of public action and investment in improvements such as parks and transportation to higher levels of development, and vice versa. The alternatives build upon themes resulting from a public design workshop held in May 2006, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods. The alternatives include concepts related to land use character and amount; transportation; parks, open space, and recreation; and stormwater and the natural environment.

### **1.6.1 No Action Alternative**

The No Action Alternative is designed to present a baseline for impacts likely to occur if the ONP and BROTS are not updated. The No Action Alternative maintains the existing zoning adopted in the 1999 update of the ONP and includes only transportation projects contained in the City's 6-year Capital Improvements Plan (CIP). These assumptions represent the expected conditions in the year 2030 unless further action is taken by the City.

This alternative anticipates that in Overlake Village, a few sites would likely redevelop by 2030. While these redevelopments would create a larger mix of uses in this area, including residences, a large portion of the area would retain its single-story, auto-oriented, strip mall character. This alternative assumes City investment in streetscape improvements along 152<sup>nd</sup> Avenue NE, while concentrating those improvements along the northern stretch of this corridor in coordination with anticipated redevelopment. Parks and open spaces would be limited and most likely privately developed. Stormwater management would be handled on a site-by-site basis.

In the Employment Area, under- or undeveloped sites could develop or redevelop up to their existing zoning capacity. In the No Action Alternative, a higher total for commercial floor area is used than the current Comprehensive Plan target for Overlake of 15.4 million square feet because that target is constrained by the BROTS agreement which, if no action were taken by the City, would expire in 2012.

In the Residential Area, some infill on remaining vacant or underutilized lots would occur.

Transportation improvements in this alternative include a total of 14 projects. Included among these improvements are nine intersection widenings, a new overcrossing of SR 520 connecting NE 36<sup>th</sup> and NE 31<sup>st</sup> Streets, and limited pedestrian and bicycle facility improvements.

This alternative anticipates that approximately 2,300 dwellings and 1 million square feet of new commercial space would be added to the study area, over the amount of development existing or in the pipeline. Estimated totals for 2030 are shown in Table 1-1.

### **1.6.2 Action Alternative**

The Action Alternative is based on the premise that higher levels of action and investment by the City of Redmond and other public entities could support and encourage higher levels of private action and investment, and vice versa. Under this alternative, a large number of investments are proposed to improve transportation mobility and access to and within the Overlake neighborhood. This includes Sound Transit extension of LRT and development of two stations in Overlake, one in the vicinity of NE 24<sup>th</sup> Street and 152<sup>nd</sup> Avenue NE and one near NE 40<sup>th</sup> Street. In Overlake Village, this alternative includes streetscape improvements along major corridors and creation of a system of parks and open spaces, including two regional stormwater management facilities.

This alternative anticipates that in Overlake Village, most properties would redevelop by 2030. The area would evolve to become a true urban residential/mixed use neighborhood. A park and open space system would develop in this area, linked by pathways to destinations within and beyond Overlake.

While the base building height allowed by zoning would be up to 5 stories, the Action Alternative proposes allowing increases in building height, an increase in residential or commercial floor area, and an expansion of nonresidential uses within Overlake Village on an incentive basis for developer provision of bonus features that implement neighborhood goals such as public amenities, housing, retention of small local businesses, and environmental sustainability. The Action Alternative proposes allowing the addition of up to 3 floors above the base height, for a total maximum of 8 floors, for provision of up to 3 of these bonus features. The Action Alternative also retains an existing zoning provision that allows developers to purchase transfer of development rights (TDR) to add up to one additional floor of building height and an increase in commercial floor area.

The Action Alternative also proposes allowing building height up to a total of 9 floors within the Overlake Village District on an incentive basis for provision of significant community features, including dedication of 2 to 4 acres of land for a regional stormwater management facility. The Overlake Design District zoning, which applies only to the Group Health site, proposes to allow commercial buildings as tall as 10 stories and residential or hotel buildings as tall as 12 stories on an incentive basis for the provision of a number of significant amenities, including a major urban park a minimum of 2.5 acres in size. The Action Alternative also includes a proposed floor area ratio of 1.2 for hotel uses in the Overlake Village District.



This alternative includes a total of approximately 90 transportation projects and actions, proposed to support the planned land use and complete gaps in pedestrian and bicycle facilities, improve local and regional transit service, complete roadway connections to improve local access, improve the efficiency of regional transportation facilities, and encourage use of transportation alternatives other than driving alone.

This alternative anticipates that approximately 5,800 dwellings and up to 4.5 million square feet of new commercial space would be added to the study area, over the amount of development existing or in the pipeline. Estimated totals for 2030 are shown in Table 1-1.

**Table 1-1:  
Summary of Overlake Neighborhood Plan Update Alternatives**

	No Action Alternative	Action Alternative
<b>Overlake Village</b>	<ul style="list-style-type: none"> <li>• Likely redevelopment occurs; development is suburban in form</li> <li>• No real neighborhood core, few amenities to attract residents</li> <li>• Potentially some privately developed open spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Most sites redevelop</li> <li>• 152<sup>nd</sup> Avenue NE develops as a lively urban street that attracts pedestrians to multiple activities</li> <li>• Developments are integrated and create a true urban residential/ mixed use neighborhood</li> <li>• Park and open space system with larger City developed open space “anchors”</li> </ul>
<b>Employment Area</b>	<ul style="list-style-type: none"> <li>• Properties redevelop up to current zoning limits</li> <li>• Small amount of multi-family residential development (along NE 40<sup>th</sup> Street)</li> </ul>	<ul style="list-style-type: none"> <li>• Larger increase in employment to maintain/enhance Overlake’s economic role</li> <li>• More multi-family residential development (along NE 40<sup>th</sup> and NE 51<sup>st</sup> Streets)</li> </ul>
<b>Residential Area</b>	<ul style="list-style-type: none"> <li>• Continued infill on remaining vacant or underutilized lots</li> </ul>	<ul style="list-style-type: none"> <li>• Continued infill on remaining vacant or underutilized lots</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Invest in critical projects identified in the City’s Transportation Master Plan</li> <li>• Continue current Transportation Demand Management and parking management strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Invest in significant transportation improvements and programs, including pedestrian and bicycle, transit, roadway, and transportation demand management and parking management</li> </ul>
<b>Light Rail Transit</b>	No stations	2 stations
<b>2030 Totals</b>		
Multi-Family (# of dwellings)	3,890	7,383

	No Action Alternative	Action Alternative
Single Family (# of dwellings)	1,365	1,365
Office, Retail & Industrial (sq. ft.)	16.4 million	19.97 million

## 1.7 Public Involvement

Redmond has conducted several community involvement efforts in connection with the development of the ONP Update. These efforts are summarized here.

### 1.7.1 Overlake Neighborhood Plan

#### 1.7.1.1 Meetings with Stakeholders

Redmond staff met with a number of property owners or managers, commercial brokers, business owners or managers, and employees in Overlake between December 2005 and March 2006. A key purpose of these initial meetings was to seek stakeholders' perspectives on the long-term objectives described in the adopted vision for the neighborhood, including extension of LRT. A summary of these meetings was sent to all participants, as well as other business and property owners or managers. Summary information was also presented to Planning Commission and City Council members in April 2006.

Redmond staff also met with stakeholders periodically throughout the process, including during development and refinement of the alternatives.

#### 1.7.1.2 Public Design Workshop (Charrette), Cable Television, Internet, News Releases

On May 5 and 6, 2006 approximately 50 citizens, including people who live or work in the area, business and property owners, and other interested citizens, participated in an intensive design workshop focused on Overlake Village. Participants worked using maps, photographs and in discussion groups to describe what was working in the area, what should be improved, and potential next steps. The result of this workshop (charrette) is the *Overlake Urban Center Concept Plan*, which is based on a synthesis of the concepts developed at the two-day event.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An announcement was posted on RCTV, the City's cable television station, and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the event.

In August 2006, a newsletter summarizing the public design workshop and the *Overlake Urban Center Concept Plan* was mailed to an interested parties list of approximately 350 citizens, property owners, businesses, and others. This newsletter also contained information on next steps and upcoming public meetings.

#### **1.7.1.3 Open House, Cable Television, Internet, News Releases, Public Comment Cards, Meetings with Stakeholder Groups**

On November 15, 2006 approximately 30 citizens, in addition to city and agency staff, the Mayor, City Council members and members of Redmond boards and commissions, attended an open house at which three alternatives for Overlake in 2030 were presented for public comment. A presentation was given covering the project background, introducing the three alternatives, and describing the purpose of the open house as well as the various ways to provide public comment. Before and after this presentation, participants were invited to explore a number of stations that described different aspects of the three alternatives, including land use; parks, open space and stormwater; and transportation.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An additional newsletter summarizing the three alternatives was sent to the interested parties list of approximately 350 entities described above. An announcement was posted on RCTV and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the open house.

To supplement feedback received at the open house, staff held a number of one-on-one and focus group meetings in December 2006 and January 2007. In addition, information on the three alternatives was posted on the City's website and online comment forms were provided for additional feedback. A summary of all public comment was presented to Planning Commission and City Council in January 2007.

#### **1.7.1.4 Other Meetings**

During the ONP update process, Redmond staff sought comment from several Redmond boards and commissions, including Planning Commission, Park Board, and Trails Commission. Members of all boards and commissions were invited to participate in public meetings throughout the project.

Staff also sought the participation of and met with the Greater Redmond Chamber of Commerce to seek input on the update.

#### **1.7.1.5 News Articles and Public Notices**

As noted above, notices for all events were mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the planning process and information on events. Information about the ONP was published in various editions of the Redmond city magazine *Focus on Redmond* that were mailed to all residents and businesses in the City.

#### **1.7.1.6 Public Hearings and the Final Decision on the Overlake Neighborhood Plan**

The Redmond Planning Commission and City Council will consider the ONP recommendations. The Planning Commission began review of phase 1 of the ONP proposal on May 23, 2007. The Commission opened a public hearing on May 30, 2007 and closed the hearing on June 20, 2007.

.The Redmond City Council is expected to begin review of phase 1 of the ONP in fall 2007 and to take action by the end of 2007.

### **1.7.2 SEPA/GMA Public Process**

In addition to the public involvement opportunities presented during the development of the ONP, the SEPA process provides an additional public comment opportunity: the Draft SEIS comment period.

While the preparation of a SEIS does not require a scoping period (WAC 197-11-620), the City of Redmond gave several agencies the opportunity to comment on the scope of this document, including the City of Bellevue, Sound Transit, and King County Metro; a letter was mailed December 8, 2006 to each of these jurisdictions. Two letters on the scope of the SEIS were received, one each from the City of Bellevue and Sound Transit.

The comment period for the Draft SEIS began on March 23 and closed on April 23, 2007. On March 29, 2006 approximately 25 citizens, in addition to city and agency staff, the Mayor, City Council members and members of Redmond boards and commissions, attended an open house at which information on the proposed action and results of the Draft SEIS related to land use, transportation, and parks, open space, and stormwater were presented for public comment. A presentation was given covering the project background, summarizing previous public comment and responses, and describing the purpose of the open house as well as the various ways to provide public comment.

Notice for this event was mailed to approximately 4,000 citizens within the Overlake and Grass Lawn Neighborhoods. An additional newsletter summarizing the strategies for action was sent to the interested parties list of approximately 350 entities described above. An announcement was posted on RCTV and on the City's website. Notice was also mailed to local news media. As a result of these mailings, Eastside newspapers published news articles and announcements about the open house.

To supplement feedback received at the open house, staff held a number of one-on-one and focus group meetings in April 2007. In addition, information on the strategies for action was posted on the City's website and online comment forms were provided for additional feedback.

## **1.8 Summary of Differences between Draft and Final SEIS**

In response to public comment on the Draft SEIS and at the Public Hearing held by the Redmond Planning Commission in May and June 2007 on the proposed ONP update, a number of changes were made to the Final SEIS, as outlined below.

Comment letters and written responses by the City which reference changes made to this document in response to specific comments are reproduced in Section 4 of this document. In sum, the changes include:

- Adding subsection 3.13.5, Public Schools to the Public Facilities and Services discussion in response to comments by the Lake Washington School District;

- A number of revisions to text throughout the document related to transit projects in response to suggestions made by Sound Transit; and,
- The inclusion of an eastbound SR 520 slip ramp to 152<sup>nd</sup> Avenue NE in transportation modeling in response to discussions with the City of Bellevue.

In addition to changes made based on public comment, the transportation analysis (Section 3.6.3 through 3.6.6) was also updated with additional transportation modeling to reflect two changes to the Action Alternative:

- A site-specific proposal for a hotel in Overlake Village; and,
- Additional development on the Group Health site, including a hotel and approximately 300,000 square feet more retail and office space than analyzed in the Draft SEIS.

The updated modeling also included analysis of the traffic effects at three intersections in or near the Viewpoint Neighborhood in response to public comment given during the Public Hearing held by the Redmond Planning Commission on the ONP update and Group Health proposed amendment.

## **1.9 Environmental Summary**

The following matrix summarizes the significant impacts to the elements of the environment caused by the ONP for the No Action and Action Alternatives. Suggested mitigation and unavoidable significant adverse impacts are also shown. More detailed information is provided in Chapters 2 and 3. The Technical Supporting Record contains a list of the principal analytical documents and other materials that were used in developing the ONP update.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Land Use: Adopted Plans No Action Alternative	Inconsistent with Countywide Planning Policy LU-45 requiring implementation strategies for Urban Centers. Doesn't fully carry out Redmond's Comprehensive Plan policy NP-1 regarding review and updates to Neighborhood Plans and does not provide much support for other policies related to Overlake.	None available.	Same as under impacts.
Action Alternative	Consistent with Countywide Planning Policy LU-45 for Urban Centers.  Consistent with Redmond's Comprehensive Plan policy NP-1 for neighborhood plan updates, and other policies related to Overlake.	None required.	None.
Land Use: Density No Action Alternative	Have nearly reached development capacity (15.4 million square feet of commercial space).  Neighborhood protection measures maintained.	No remedy for restraints on development.	May restrict future growth.
Action Alternative	Would increase allowed building height and floor area in the Overlake Village as an incentive for providing major public facilities and other amenities.  Provides for phased increase in commercial FARs in Employment Area  Would create additional capacity for development, adding an additional 4.5 million square feet of commercial space in commercial and mixed-use zones which would be the new basis for public facility planning.  Neighborhood protection measures updated but substance maintained.	Potential increase in commercial FARs in Employment Area would be phased.	None.



SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Land Use: Cumulative Effects No Action Alternative	<p>Areas that would be expected to experience growth are Transportation Analysis Zones (TAZs) 372, 373, 374, 376, 377, 381, 382, and 385.</p> <p>Restrictions on future growth may diminish regional economic role of area.</p> <p>Development standards and neighborhood protection measures maintained.</p>	None.	None.
Action Alternative	<p>Areas that would be expected to experience growth are TAZs 371, 372, 373, 374, 375, 376, 377, 379, 381, and 385. Greatest potential for impacts would be in TAZs 379 and 381 (areas of most projected new growth).</p> <p>Quality of life for residents, employees, and others near Overlake Village could improve with greater opportunities to live in the area and a greater mix of uses and amenities to meet needs.</p> <p>Development standards strengthened and substance of neighborhood protection measures maintained.</p>	None.	Neighborhood protection measures maintained in the ONP likely to result in few unavoidable, adverse impacts, but could include an increase in ambient light and noise with fewer direct impacts.
Transportation No Action Alternative	<p>Construction impacts would include increased noise, emissions to the air and inconvenience to uses adjacent to project sites.</p> <p>Transportation model indicates increased traffic volumes over Existing Conditions and that concurrency level of service does not meet existing standard.</p>	Update to concurrency system is underway to promote transportation alternatives.	Potential still exists to have substandard levels of service in this transportation district.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	<p>Construction impacts would include increased noise, emissions to the air and inconvenience to uses adjacent to project sites.</p> <p>Transportation model indicates increased traffic volumes over Existing Conditions but lower volumes than No Action Alternative. Concurrency level of service is better than No Action Alternative but does not meet existing standard.</p>	<p>Update to concurrency system is underway to promote transportation alternatives.</p> <p>Additional mitigation for roadways, transit service, and non-motorized modes described in Chapter 3.8.</p>	Potential still exists to have substandard levels of service in this transportation district.
Transportation – Land Use Impacts No Action Alternative	Short-term impacts from construction, including re-routing traffic, noise, and emissions. Fewer long-term impacts such as acquisition of right-of-way would be anticipated, compared to Action Alternative.	During project design or review, mitigating measures may be identified.	Potential inconvenience to residents and businesses could occur, depending on the individual project.
Action Alternative	Short-term impacts from construction, including re-routing traffic, noise and emissions. Some projects would require acquisition of right-of-way, and/or acquisition of existing structures.	Same as under No Action.	Same as under No Action.
Light and Glare  Both alternatives	<p>No significant differences are anticipated between alternatives.</p> <p>Comprehensive Plan policies require light impacts to be confined to the site in new developments. ONP policies contain neighborhood protection measures, such as wider setbacks and more intense buffer plantings to attenuate impacts from glare and light.</p>	None.	Some increase in ambient light would occur.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
<p>Air Quality</p> <p>Both Alternatives</p>	<p>Dust from excavation and grading during construction would contribute to ambient concentrations of suspended particulate matter.</p> <p>Some phases of construction would cause odors detectable to some people away from the activity, particularly during paving operations using tar and asphalt.</p> <p>CO concentrations do not exceed standard under either alternative. Some decrease in concentrations due to use of cleaner fuels and less polluting engines.</p>	<p>Water or other dust suppressants could be used on construction roadways or exposed soils. Truck wheels could be washed, and streets kept clean. Use of lower emission fuels, well maintained equipment, and less polluting engines could lessen air quality impacts.</p>	<p>Not possible to determine at this point. Would be assessed using modeling based on design-quality information during project-level review required by air quality conformity rules.</p>
<p>Noise</p> <p>Both Alternatives</p>	<p>No significant differences between alternatives are anticipated.</p> <p>Temporary increases in sound levels along the construction routes due to the use of heavy equipment and the hauling of construction materials. Slight noise impacts (increases less than 5 dBA) at the majority of locations compared with existing sound levels. Existing sound levels in some parts of the study area are already beyond generally acceptable levels according to most criteria and the alternative future actions would have little effect on traffic noise levels near most of the arterials previously examined.</p>	<p>Project-specific noise impact evaluations for major transportation facilities may be performed, and noise mitigation measures may be required, in accordance with noise regulations and policies in Redmond and Bellevue. Possible mitigation measures include noise barriers, speed reductions, truck routes, and building construction techniques and materials designed to reduce interior noise levels.</p>	<p>Project-specific analysis would be required to determine permanent unavoidable adverse impacts.</p>

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Water Quality: Streams No Action Alternative	<p>New development could increase the risk of discharges during construction.</p> <p>Transportation projects located near streams or drainages could result in impacts from construction (increased turbidity) or increased runoff. Increased traffic volume likely to increase total amounts of pollutants from vehicles in runoff.</p> <p>Unlikely that amount of runoff caused by new impervious building surfaces would be significant. Construction of some transportation projects would increase impervious surface and therefore create increased runoff (with associated pollutants) and chance of erosion. Comprehensive Plan policies require limiting impervious surfaces on sites and Redmond has adopted regulations consistent with Department of Ecology's <i>2005 Stormwater Management Manual for Western Washington</i>. Fewer number of transportation projects than Action Alternative, so somewhat lower overall risk of impacts from these projects.</p>	<p>Mitigation for runoff addressed under Redmond's <i>2007 Clearing, Grading and Stormwater Management Technical Notebook</i> for each project.</p> <p>Direct impacts during construction can be managed by the use of proper erosion control techniques.</p> <p>Project-specific mitigation will be developed for short-term and long-term potential impacts of erosion and increased runoff.</p>	<p>With implementation of required on-site stormwater facilities, no significant adverse impacts.</p>

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	<p>New development could increase the risk of discharges during construction. The greater amount of development under this alternative could increase the chances of sediment discharges during construction (therefore, relatively greater chances than under No Action).</p> <p>Transportation projects located near streams or drainages could result in greater impacts from construction (increased turbidity) or increased runoff.</p> <p>Development of regional stormwater management facilities and encouragement of use of Low Impact Development (LID) techniques would likely reduce runoff and improve water quality. Regional facilities would provide immediate benefits upon construction to the Overlake South Basin as compared to site-by-site facilities which develop incrementally.</p>	<p>Development of regional stormwater management facilities in Overlake South Basin.</p> <p>Flow control and water quality improvements in Overlake North Basin.</p> <p>Policy encouragement of use of LID techniques.</p> <p>Others same as described for No Action.</p>	With implementation of regional and required stormwater facilities, no significant adverse impacts.
Water Quality: Lake Sammamish No Action Alternative	No additional impervious surfaces from building construction are expected in TAZs 379 and 375, portions of which are in the West Lake Sammamish Basin.	None required.	None.
Action Alternative	Minor impacts from increased impervious surfaces in TAZs 379 and 375, portions of which are in the West Lake Sammamish Basin.	New development and construction will be managed in accordance with Redmond's <i>2007 Clearing, Grading and Stormwater Management Technical Notebook</i> . Erosion control for land clearing and treatment to remove phosphorus from stormwater will be required.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Wetlands	No significant differences between alternatives are anticipated. ONP will be consistent with Redmond's Critical Areas Ordinance (CAO) updated in May 2005.		
No Action Alternative	No significant impacts to wetland resources are anticipated from any transportation projects or land use actions.	None.	None.
Action Alternative	Some transportation projects could have low to moderate potential for impacting wetlands directly and indirectly. In general, impacts are mitigated by compliance with existing regulations, including compensatory mitigation.	Special project-specific design consideration and construction techniques may be required. Existing Redmond regulations prohibit modification of some wetlands and require avoidance of all wetland impacts if possible.	Short-term impacts.
Public Facilities: Water Supply	No significant differences between alternatives are anticipated. ONP will be consistent with Redmond's <i>Water System Plan</i> to be updated in 2010.		
Both Alternatives	Additional water storage in the Overlake/Viewpoint Service Area will be needed. Policies in the <i>Comprehensive Plan</i> and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit the most.	Update <i>Water System Plan</i> . Monitor new development to ensure supply is adequate.	None.
Public Facilities: Sewer	ONP will be consistent with Redmond's <i>General Sewer Plan</i> to be updated in 2007.		
Both Alternatives	Under any alternative, additional development in Overlake could impact or exacerbate improvements needed to the King County Lake Hills trunk and Northwest Lake Sammamish Interceptor.	Coordinate with King County Department of Natural Resources on improvements to these facilities.	None.



SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
No Action Alternative	System upgrades needed in the Overlake North Basin due to development in TAZ 381 and 385. Policies in the <i>Comprehensive Plan</i> and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit the most.	Ongoing monitoring and replace pipes as needed.	None.
Action Alternative	<p>Further study capacity of Bel-Red Basin given increased development in TAZ 375 and 379.</p> <p>System upgrades needed in the Overlake North Basin due to development in TAZ 381 and 385.</p> <p>Potential parallel facilities needed in Overlake South Basin.</p> <p>Policies in the <i>Comprehensive Plan</i> and ONP commit the City to provide needed public services for future development. Costs may be borne by the developer or parties that stand to benefit this most.</p>	Update <i>General Sewer Plan</i> with development projections. Ongoing monitoring and replace pipes as needed.	None.
Public Facilities: Electrical	No significant differences between alternatives are anticipated. ONP will be consistent with PSE plans.		
Both Alternatives	PSE will continue to seek opportunities to increase capacity in the general Overlake area. In accordance with Initiative 937 (2006), 15% of this energy will come from renewable sources.	Coordinate with PSE on opportunities for increasing electrical capacity.	None.
Public Facilities: Parks & Open Space No Action Alternative	Parks, Recreation and Open Space Plan identifies two potential park areas. Policies support development of parks system in Overlake Village.	None.	None.

SEPA Issue Area	Impacts	Mitigation	Significant Unavoidable Adverse Impacts
Action Alternative	The ONP maintains the two designated parks and adds a system of parks, open spaces, and other public spaces to Overlake Village. Trail connections and pathways link park and open spaces throughout the neighborhood and to nearby facilities.	None.	None.
Public Facilities: Schools No Action Alternative	Additional capacity at Lake Washington School District facilities serving the Overlake Neighborhood will be needed to accommodate the additional demand generated from projected residential development.	Maintain requirement for residential development to pay school impact fees to Lake Washington School District to offset costs associated with a growing student population.	None.
Action Alternative	Additional capacity at Lake Washington School District facilities serving the Overlake Neighborhood will be needed to accommodate the additional demand generated from projected residential development. This alternative is expected to generate approximately 420 students more than the No Action, an increase of 31% over the No Action demand.	Same as under No Action.	None.